25X1C4a

STANDING OPERATING PROCEDURE
NUMBER 50-3060-11

3 May 1966

LANDING AREA RULES

1. PURPOSE: To establish procedures for runway selection for takeoffs and landings.

2. SCOPE: This procedure is applicable to all pilots operating aircraft to and from this airfield and to all Traffic Controllers in the Control Tower.

3. PROCEDURES:

a. Landing and takeoff. Normally, landing and takeoff will be made on runway most nearly aligned with the wind or as recommended by the airfield control tower. If the pilot does not concur in the tower recommendations for reasons of safety, he may land or takeoff on either runway 14 or 32 when cleared by the control tower, for such landing or takeoff. Jet aircraft taking off on runway 14 will taxi to the concrete
25X1A6a turnaround at [redacted] Power checks and brake release for beginning of takeoff roll will be made on the concrete portion of the mid-lake turnaround pad. (See Attachment 1)

25X1A2g

(1) Exception to the above is made for [redacted] aircraft. Normally runway 32 will be used for all takeoffs unless in the pilot's opinion that the tail wind is ex-
25X1A2g cessive and will exceed the [redacted] tire rotation speed.

(2) Exception to the above is authorized by Detachment SOP 50-3060-8 for F-101 aircraft for use of runway 32 with maximum of 10 knot tailwind component for takeoff only for training sorties. There is no tailwind component restriction for runway 32 use by F-101 aircraft for takeoff when flying chase sorties.

(3) Landing.

25X1A2g

25X1A2g (a) The runway designated by the tower will normally be utilized for landings by [redacted] aircraft during daylight hours. During hours of darkness [redacted]
25X1A2g aircraft will land on runway 32. [redacted] aircraft will utilize the entire asphalt/ concrete paved surface, touching down beyond the solid white line, when landing on runway 14 (See Attachment 1).

(b) All other aircraft will land just beyond the concrete turnaround pad approximately mid-lake when landing on runway 14 (See Attachment 1).

(c) Runway Sterilzed: The first 500 feet of runway 32 is considered sterilized and is not to be used for landings. Touchdown beyond the green threshold markers is required.

ROUTING

	INIT	ACT	INFO
CHIEF			
D/CHIEF			
OPS	WOH		✓
PLANS	2Lt		✓
HOLD FOR:			
T.H.			
FILE	[redacted]		Directives

14 JUN 1966

Supersedes SOP 50-3060-11, 6 May 64, and amendments thereto.
OPR: DCOT
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(d) Aircraft will not make a turnaround on the asphalt portion of runway 14/32. Aircraft rolling onto the asphalt portion after a landing on runway 32 will proceed to the concrete pad to accomplish the turnaround. If roll out terminates on the asphalt overrun northwest of the concrete turnaround pad, aircraft will be taxiied to the asphalt turnaround pad at the end of the overrun for making turn.

b. Reciprocating engine and C-130 aircraft may be cleared to takeoff from intermediate taxiway intersections, provided a sufficient amount of runway remains for the aircraft to accelerate to decision speed and thence to safely come to a stop on the remaining runway. For purposes of computation, the 5000 feet of paved overrun on runway 32 may be considered "remaining runway" during daylight hours. Since the overrun is not marked by lights, it will not be considered "remaining runway" during hours of darkness.

c. Lakebed Use.

(1) Emergency landings may be made on the lakebed surface as required. Time permitting, the control tower will be advised of pilot desire/intention so that surfac may be cleared of any vehicles. Lakebed surface to the west of runway 14/32 is to be utilized only in dire emergencies. In certain instances, lakebed landings may be specifically scheduled by the Deputy Commander for Operations for familiarization training purposes.

(2) Except for emergencies, airborne requests for use of the lakebed for landing will be made to the Deputy Commander for Operations, or the Supervisor of Flying, thru the control tower. When approved, takeoffs and landings should be made adjacent to either side of the marked runways to preserve the marked runway surface for aircraft landing under emergency conditions.

(3) If landing on 03 or 09 to the south of these runways, be sure to taxi back just south of the outlined runway until reaching the hard surface of 14/32. Do not stray to the center of lakebed.

(4) See Attachment 2 for lakebed runway traffic patterns.

d. Selection of Active Runway.

(1) Air Traffic Controllers in the control tower are responsible for determination of the active runway based on the following criteria:

(a) When the surface wind velocity is 10 knots or more, the runway most aligned with the wind will be selected.

(b) When the surface wind is less than 10 knots, the runway normally used as the "calm wind" runway will be 32. When shorter distances for taxi (landing or takeoff) and traffic conditions permit, the tower operator may select runway 14 for utilization when surface winds are less than 10 knots. The tower operator will state to the pilot the wind direction and velocity at the approach end of the runway.

(c) The controller in the tower is responsible to inform the Command Post and Base Operations of any change in active r

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[redacted]

Deputy Commander for Operations

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